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Hongkong Daily Press.

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[a1365]

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PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
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SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st March, 1905. [a2866]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMPRADORS,
COMMISSION AGENTS.

MOST respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the Style of the Terminus Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.
Hongkong, 9th March, 1905. [a860]

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SHIRTS, WHITE GAUZE SHIRTS,
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BADEN POWELL COLLARS, BROWN
BOOTS.

The Latest Fashions in High-class
NECKWEAR.
EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING.
Hongkong, 24th April, 1905. [a1060]

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pupils at his studio in the CITY HALL
or at their residences.
For terms, etc., apply to the above, care of
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Hongkong, 18th April, 1905. [a1023]

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OF
DENTISTRY

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Hongkong, 1st April, 1905. [a37]

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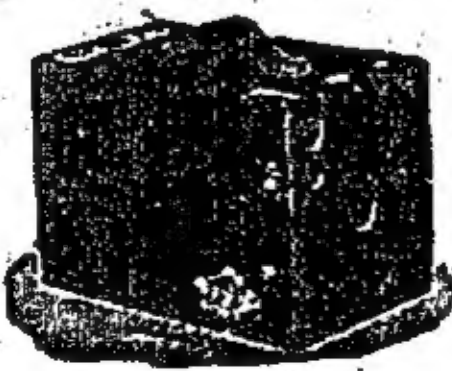
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Hongkong, 11th April, 1905. [a36]

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Hongkong, 1st April, 1905. [874]

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Hongkong, 26th April, 1905. 1095

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A. TACK & CO.,

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Hongkong, 26th April, 1905. [1073]

MR. W. GRACE, Hamburg, Newsveller, formerly of Messrs. Arnhold, Karberg & Co., Shanghai, wishes to enter into business connection with China firms to act as their agent in Hamburg, both for imports and exports.
Hongkong, 13th April, 1905. [a578]

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[865a]

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[47]

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[a363]

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Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

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Table D'Hôte at separate tables.

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Hongkong, 10th June 1903. [a1081]

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Hongkong, 31st October, 1902. [a48]

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Hongkong, 7th October, 1904. [949]

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[33]

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MARRIAGE.
On 26th April, at St. John's Cathedral, Hong Kong, by the Right Rev. the Bishop of Victoria, assisted by the Rev. F. T. Johnson, M.A., GILBERT HAMILTON, eldest son of the Rev. GILBERT HAMILTON, M.A., of St. George's, Oxfordshire, to FLORENCE MABEL, daughter of GEORGE MURRAY BAIN, Esq., Hong Kong. [1088]

DEATH.
On 23rd April, at Marseilles, J. L. HOBSTON, aged 60 years. [1087]

The Daily Press.
HONGKONG OFFICE: 14, DES VUEZ ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 27TH, 1905.

It would probably be difficult to find a better illustration of the manner in which national character is apt to be misunderstood than that which is afforded by a comparison of the estimate which was made in former days of the relative merits of the Japanese and the Chinese, with what has been since proved by the test of facts. It was long believed that the Japanese, while possessed of much quickness of intellect, were inferior to the Chinese in solid judgment and staying power, which are of so much more value in the practical affairs of life. The best authorities were in the habit of speaking of the Japanese as a bright and friendly people, but one by no means to be compared with the Chinese as to perseverance and soundness of judgment. Such was the view, which was given by a well known official, who had been many years Chargé d'Affaires in Japan, and had also had lengthened experience, in various positions, of the Chinese. It would, however, be interesting to know what those who held these views would say of the Japanese in the light of more recent events, in which, beyond any question, the Japanese have shown themselves possessed, in a marked degree, of the particular qualities in which they were supposed to be lacking, and which were attributed to the Chinese. So far as

the Japanese were known in former times, there seemed some sort of ground for imagining that they might be merely an imitative people, and were inclined to adopt changes rather too rapidly to be relied upon as likely to be adhered to. In this respect, however, probably the common error was fallen into of imagining that those who come to conclusions with an appearance of rapidity necessarily do so superficially. This, however, by no means follows. There are many people who have the power of deciding both rapidly and accurately; while it may happen that conclusions apparently arrived at without much reflection, are really the result of long and careful study of the subjects to which they apply, though not in connection with the particular circumstances which call forth a special judgment with regard to them. It has now been shown that the Japanese have all along been much more masters of political facts than was before supposed. The Chinese, on the other hand, have always assumed an air of grave deliberation which has caused them to be credited with more wisdom than they really possessed. The idea, however, that the Japanese were superficial has been entirely dissipated of late; and it is indeed strange that such an opinion should have been so long entertained even by people of large knowledge and observation. Russia has, of course, been among the most conspicuous of those who have misunderstood the Japanese. It is only fair to admit that it is easy to be wise after the event, and that Russia was certainly not alone in this mistake. In speaking of the character of the Japanese, care must be taken not to fall into the common error of estimating a whole nation from particular classes. At the present time the popular estimate of the Japanese is in many ways defective from this cause. There is a marked difference in tone between the different classes, which ought not to be overlooked. For example, in merely commercial dealings the Japanese, speaking generally, are not found to be so reliable as the Chinese. On the other hand, in official and international matters they are far more reliable—being in these two respects precisely the opposite of the Chinese. Those who judge of them merely from their knowledge of the official classes, and of their public acts, may be apt to overestimate the probity of the nation as a whole, while others, coming to their conclusions merely from their commercial intercourse, are likely to fall into the opposite error. The latter defect will probably be corrected by time. So shrewd a people will discover that reliability is a valuable asset in business, and that in the main it is good policy to adhere rigidly to obligations, a fact which has certainly been fully recognised by the Japanese in official quarters. In other directions, there are many people who are inclined to attribute to the Japanese as a whole people both virtues and faults upon a very slender knowledge of the true state of the case. Some have gone to lengths of admiration which appear absurd to those who know the actual facts, and who must smile while half informed enthusiasts expatiate upon Japan and Japanese civilisation as if they were actually in advance of anything the world had ever seen before. Looked at, however, collectively, and in their national life, the Japanese undoubtedly have shown a quietude which command our admiration and respect, and among these not the least is an instinct for justice unusual among Asiatic peoples. If convinced that a line of action is right they are not disposed to allow side considerations to influence them; and on the other hand they are not disposed to alter their policy until they have thoroughly considered the whole of the facts, *pro and con*, with reference to it. The idea that such a people had only adopted a thin veneer of civilisation was cherished by Russia long after other nations had perceived that there was something much more solid in the changes which had been adopted; and the events which have occurred since the outbreak of the war must have convinced all who are capable of conviction, that the notion that Japan is likely to recede from the position which she has taken up in respect to modern progress and civilisation must be finally abandoned. In this respect many people have judged of Japan by analogy with China. The latter has so repeatedly made a show of advance, and after a time returned to her old-world ways, that those who judged upon this basis might easily be mistaken, and might conclude that the progress in Japan was as much upon the surface only as much that has been mistaken for progress in China has often proved to be. This view, however, has been now shown to be very wide

of the fact; and no one can doubt that the Japanese have well thought out what they were doing in the changes and reforms which brought them into line with European nations, and, having deliberately adopted that policy, they will adhere to it, and continue to advance in the direction in which they have made so wonderful a beginning.

The Korean Government has decided to free from duty all goods, such as rice, etc., exported to America.

Capt. W. St. C. Muscroft, Indian Army, has been appointed Chief Supply and Transport Officer in North China.

The American Congress has declined to vote an appropriation for the teaching of the *jijiyu* system of wrestling, in view of the fact that the West Point cadets easily beat the Japanese experts in the trials.

It is reported that the Japanese Government has decided to greatly extend its postal facilities in China and Korea, on the conclusion of the war. There are at present 14 Japanese post offices and 50 agencies in Korea, and 16 offices and four agencies in China.

An Indian named Abdul Latif, who has a record of thirteen previous convictions at the Police Court, was yesterday charged before Mr. F. A. Hazledorn with being drunk and disorderly. He was fined \$15 or one month's imprisonment with hard labour.

A recent number of the *Nagasaki Press* said:—Owing to the appearance of the Baltic fleet in the vicinity of Singapore, the Japanese Marine Insurance companies have increased their rates of insurance from 12½ to 25 per cent for Hong Kong, from 10 to 50 per cent for the Philippines, Formosa and Loochoos, and from 25 to 75 per cent for Genzan and Sanching.

With regard to the report from Tokyo, published by a London paper, to the effect that Belgium had requested a gold-mining concession in Korea, the *Vinglienne* says the Minister for Foreign Affairs, in an interview, said that perhaps Belgium would ask for a gold-mining concession, but that up to the present he had made no such demand.

A postcard despatched from Esher on December 19th of last year to a resident of the adjoining village of Claygate, which is only a mile distant, has just reached its destination, after apparently having made a circuit of the globe. The card bears four stamps, five addresses, and 18 postmarks, the latter including Esher, Batavia, Yokohama, Ottawa, Montreal, and Cairo.

The *Japan Times* states that a number of Russian guns captured at Port Arthur have been received by the War Office. The guns were forwarded by Baron Okazawa to the Emperor, who will shortly inspect the trophies. They consist of 11 mm. short Canon, 97-mm. field horse artillery, and other guns. An ammunition carriage and a large number of shells have also arrived at Tokyo.

The Chinese Government received a telegram from the Governor-General of Kirin, stating that the Russians had forcibly occupied the city, taken possession of several Government buildings, and caused great confusion. The Russians fired guns at random amongst the populace, and were engaged in constructing entrenchments. In consequence of the above report, the Chinese Government handed a strong protest to the Russian Minister at Peking.

A woman residing at Shamsipo, whose husband is undergoing a term of banishment, was visited on Tuesday last by two natives. A Chinaman was her guest when the intruders entered. They demanded \$20, but as this was not forthcoming, they assaulted the guest. Charged before Mr. A. N. Orme at the Police Court yesterday with demanding money with menace and assault, the first defendant was sentenced to six months, and the second to three months' imprisonment with hard labour.

The Standard, at the end of last month, said:—There was despatched from Wednesday on Saturday 1,800 tons of bridge work for Japan, by the Patent Shaft Company, and this week there will also be despatched from Wednesday upwards of 1,200 wheels and axles for the Japanese railways. Other large manufacturing firms in the South Staffordshire district have received extensive orders from Japan, which in some instances will provide employment for a large number of men for some time.

According to a Seoul despatch to an Osaka paper, the arrangements made by the Korean Government to recall all its Ministers from Foreign Countries, and to have Korean interests abroad protected by Japanese Representatives, have at last been sanctioned by the Emperor. The latter has, however, ordered the Minister for Foreign Affairs to attach a Korean Secretary to each of the Japanese Ministers in those countries in which there have, up to the present, been Korean Legations.

Mr. Griscorn, the American Minister to Japan, sends to the State Department an interesting statement concerning the loss of merchant vessels in the war. The lists are not complete, but it is known that the Japanese have captured 23 Russian steamers, mostly five ships, and two sailing vessels. Mr. Griscorn adds:—"No merchant steamer flying the Russian flag, nor any merchant vessel of non-Russian nationality carrying contraband of war has been sunk by the Japanese." There follows a list of nine Japanese vessels, six privately owned, which have been sunk by Russian warships:—"No vessel," says Mr. Griscorn, "was captured by the Russians, who resorted solely to sinking the enemy's craft."

The unknown European who expired in the Government Civil Hospital as reported in our issue of yesterday has since been identified. His name was James Knight Harris. He was a Master Mariner, and lately employed on one of Messrs. Butterfield and Swire's steamers at Shanghai. He came to Hongkong in December of last year, and has since been out of employment.

Lai Chol, while passing a Japanese laundry on Tuesday, noticed a quantity of clothing hung out to dry. His own outfit was very shabby, so he decided to apparel himself in a long robe which attracted his attention. While the investment was taking place a lagoon appeared on the scene and took Lai to the lock-up. He was charged before Mr. G. N. Orme at the Police Court yesterday with larceny, and His Worship ordered that he be exposed in the stocks for six hours, and he may wear prison garb for 21 days, during which time he is to be kept at hard labour.

WEDDING.
MR. G. H. EDWARDS—MISS F. M. BAIN.
Mr. Gilbert Hamilton Edwards, of Messrs. Butterfield & Swire, son of the Rev. W. G. Edwards, M.A., rector of Great Haseley, Oxfordshire, was yesterday married to Miss Florence Mabel Bain, daughter of Mr. George Murray Bain, of Hongkong, proprietor of the *China Mail*, at St. John's Cathedral.
The Rev. J. C. Hoare, Bishop of Victoria, assisted by the Rev. F. T. Johnson, officiated. Mr. Chapman acted as organist, and the choir were in attendance. The main entrance to the Cathedral was decorated with palms, and there was a bank of ferns at the chancel steps. The chancel itself was transformed into an avenue of over-hanging palms, and there was a red carpet placed down the aisle.
Mr. W. Armstrong acted as best man, and the bride was given away by her father. The bridesmaids were Miss Emma Caldwell (chief), Miss Vile Grimbale and Miss Peggy Gordon. Messrs. W. Turner, F. F. Borov and H. M. Bain acted as ushers at the Cathedral.
The bride's dress was of white satin trimmed with lace and chiffon. There was a handsome long train, the shoulder attachments being little clasps of orange blossoms. In the right corner was a spray of orange blossoms. The veil, dropping down from a wreath of orange blossoms, was very pretty. Each bridesmaid wore a floral wreath of forget-me-nots, and carried a shepherd's crook adorned with blue ribbon and forget-me-nots.
The Cathedral was well filled, each of the central benches being occupied. As Mr. and Mrs. Edwards were leaving church showers of confetti were thrown on them.
A reception was afterwards held at "Bironam Brae," Mr. George Murray Bain's residence in Conduit Road, where many beautiful presents were displayed.
The honeymoon is to be spent at Canton and Macao.

BOWLING.
The team to represent the Hongkong Club against the Club Germania in the forthcoming match is as under:
E. H. Hinds (Capt.) } German alleys 23rd inst.
P. W. Harding } English " 29th "
T. A. Hammer }
T. C. Gray }
J. Hooper } English alleys 23rd inst.
P. R. Wolf } German " 29th "
H. Hancock }
J. W. C. Bonner }

The two tours will bowl in the order named. Begin at 5 p.m. each day. Scorers: C. H. Gale and J. A. Jopp. Umpires: J. B. Wood and G. E. Morrill.

THE MARINE INSURANCE MARKET.
The *Times* correspondent wrote on March 25:—Although underwriters have probably got to the end of their direct losses through the capture of insured steamers and cargoes, yet the consequences of hostilities still threaten to lay heavy hands upon them. It is disquieting to learn just as the spring increases in navigation, is coming, that floating mines are being frequently reported in the Gulf of Pe-chili and off the Shantung Promontory in positions dangerous to navigation. It may be months, and even years, before all these mines are discovered and rendered harmless, and in the meantime the risks to life and property are unpleasant to contemplate. From the underwriters' point of view these are the worst kind of risks, since they are incurred without adequate consideration in the form of premium. Unless a loss could be definitely proved to have been caused by a mine it would fall on the ordinary marine policies.
War risk losses through captures and cancellations during the past two weeks have closely approximated to my estimates. They amount at present to about £550,000 in excess of the war risk premiums, of which about £250,000 will fall on the marine companies and £300,000 on members of Lloyd's. There may be some reduction in these figures through recoveries on appeal in the Japanese Prize Courts.

THE AMERICAN CONSUL AT YOKOHAMA.
The following circular, signed by the Editors of the Yokohama journals, has been sent to the Press for publication:—
In view of a report which appeared in a recent issue of the *Seattle Post-Intelligencer* to the effect that "there had been much complaint against Mr. Bellows (the American Consul General at Yokohama) by Americans travelling abroad that they were not treated with as much consideration as they had a right to expect," we, the undersigned editors of the foreign press of Yokohama, feel it our duty to declare that we and our representatives have always been treated with the greatest kindness and courtesy by Consul-General Bellows, and that, both as an official and a man, he has established the strongest claim to our unqualified esteem and respect.

TELEGRAMS.

[REUTER'S SERVICE.]

THE RESIGNATION OF M. DELCASSE.

LONDON, 24th April.

M. Delcassé has withdrawn his resignation, but he insists that he must be in complete harmony with the Cabinet on the subject of foreign policy. Satisfactory assurances have been given him to that effect.

THE WAR.

[REUTER'S SERVICE.]

"OUTSIDE LIMITS."

LONDON, 24th April.

News from Saigon dated 24th inst., state that the Baltic fleet at Kamranh consisted of 52 ships including transports; the fleet has sailed north with 14 transports; the cruiser *Seidlitz* and the hospital ship *Orcl* continue near Kamranh but outside limits. The French cruiser *Descaux* has sailed for Haiphong where 20 warships were sighted.

THE BALTIC FLEET.

A "CONSPIRACY OF SILENCE" IN TONKIN.

"We are informed by a correspondent that telegrams to be dispatched from Tonkin have now to be void by a censor."

We notice, too, that a writer in the *Hanoi paper, L'avenir du Tonkin*, refers to a "Conspiracy of silence." An article headed "Courrier de Hanoi" begins with words to this effect: "The Russian Fleet has been for some hours anchored here in the Bay of Annam, and we know nothing. It is the conspiracy of silence. We can understand very well that the Government must show itself to be discreet, but there are moments when an official communication becomes necessary." The writer of the article fears the effect which the presence of the fleet might have on the native imagination.

REPORTED SALE OF A FRENCH STEAMER TO RUSSIA.

The Saigon correspondent of the *Evening du Tonkin* states that the steamer *Eridan* has been sold privately to Russia by the Messageries Maritimes. She loaded coal and 250 bullocks, and left Saigon on the 17th inst. "but not to revictual the *Descaux*." All she had of value, such as armament, was taken out, as well as the effects of the crew. Only one officer remained on board with the bare number of sailors necessary for the navigation of the vessel. The correspondent also states that the *Mpangak*, belonging to the same Company has been notified to take off the crew of the *Eridan* in Kamranh Bay. Probably, the correspondent adds, a Russian crew will take possession of the vessel there. It is said that the M. M. Co. sold "this old ruin" for 60,000 piastres and that they have done an excellent stroke of business.

REVICUATING THE RUSSIAN SQUADRON.

A Saigon contemporary of the 19th inst. says: "Several more vessels yesterday left our port, going to revictual the Russian Squadron. The rallying place appears to be Kamranh."

A LITTLE "AFFAIRE" AT SAIGON.

The following story of "misadventure" which befel an employee in a commercial house at Saigon is told in a Tonkin contemporary. The employee having made an important delivery of goods on board the Russian hospital ship *Orcl* had some difficulties with the officer who received the goods. He remained on board for the purpose of adjusting the difference in the course of the voyage down the river. As nothing was seen of the man of commerce when his return was expected it was believed that he had not left the ship with the pilot at the Cape but had continued the voyage. But he did leave the ship at the Cape with the sum that he went to receive for provisions supplied by his firm, more than 22,000 francs.

A PRAYA "DUNDER."

A rumour was afloat yesterday that one of the steamers of a well known line, carrying a cargo of provisions for the Baltic Fleet, wished to clear at the Harbour Office, and that the Harbour Master refused to grant a permit. Rumour went on to say that she left port without her clearance papers, but was intercepted by a British cruiser which had been communicated with by means of wireless telegraphy and ordered to return to Hongkong. A representative of the *Daily Press* yesterday interviewed the Hon. Captain Barnes-Lawrence with regard to this matter and learnt that it was a fiction. "What you have probably heard," said the Harbour Master, "is about a small French coastal steamer which had 150 tons of bunker coal aboard without my permission. The agent came to clear her, but I would not grant a permit until he made the necessary application to me for permission to carry the coal. This being done, the clearance was granted."

BRITISH CRUISERS.

Three battleships and two cruisers of the British Fleet, which were seen by the Captain of the *s.s. Ceylon* in the vicinity of Mira Bay on Tuesday, were yesterday seen by Captain Hannah of the *s.s. Ceylon*, which arrived from Singapore, steaming in a south westerly direction near Lingling Island.

BOKOTO ISLANDS.

On April 14th, it was announced in the *Tokyo Official Gazette* that the Law of Siege will be enforced in the Bokoto Islands, and their vicinity, until further notice.

COLLIERS WITH THE FLEET.

The following information from a London daily paper is interesting, as giving a list of the foreign colliers that are now sailing eastward

in attendance on the Russian fleet, and whose fate is likely to be settled in a short time:—
Aden, March 22nd.—Yesterday there were at Djibouti thirty-four steamers laden with more than 100,000 tons of coal for the Baltic Fleet, which is expected to arrive towards the end of the month. Of these colliers two have just left for an unknown destination. The following vessels flying the German flag are now there:—

| | |
|-----------------|--------------------|
| "Miles" | "Westfalen" |
| "Pisa" | "Macklenburg" |
| "Theresa Horn" | "Helene Horn" |
| "Tertia" | "Hermann Henssler" |
| "Heinrich Horn" | "Serilla" (?) |
| "Hornsta" | "Hilda Horn" |
| "Hase Manzell" | "Pina" |
| "Neptun" | "Imperial Horn" |
| "Macedonia" | "Surihus" |
| "Vesta" | "Barclay" |
| "Chemnitz" | "Regina" |
| "Jupiter" | "Bylgia" |
| "Harbar" (?) | "Ingrid Horn" |
| "Waglad" | "Asia" |

These ships have been chartered by the Hamburg-American Line, which, in addition, has chartered two Danish vessels, the "Caladonia" and the "Russia," making in all thirty ships chartered by this line.

Besides these two French colliers, the "Emile" and the "Marie Therese" are in the port.

COLLIER DIFFICULTIES.

The *Times* of Ceylon just to hand says:—Of the three steamers, the *Frank*, the *Neumath*, and the *Heatherly*, that came here some weeks ago with coal for unknown consignees in the Far East, the two former left Colombo to seek buyers for their coal at Pondicherry some weeks ago, having failed to get rid of their cargo in Colombo. It is understood that the captains would have hailed the intelligence of the approach of the Baltic Fleet with considerable relief, but the news that Admiral Togo was on the coast of the Russians disconcerted the colliers very materially. It is sometimes true even in business that discretion is the only part of valour worth thinking about, and the two colliers went away very discreetly to the nearest French port. The *Heatherly* has remained in Colombo, having no option, but to do so until her cargo is sold here, and until nothing is left on board in the remotest degree calculated to excite the hands of either Russia or Japan.

The reasons for the ship's enforced detention in Colombo are interesting. The managers of the Heath Line, which is owned by Messrs. Deas, Foster & Co., 5, East India Avenue, London, chartered three of their steamers to the Far East without obtaining from the charterers, as has generally been done in all the fixtures, a policy of insurance to the extent of the value of their steamers against capture by one or other of the present belligerents in the Far East. The mortgages of the ships, in order to protect their property, thought it necessary to take possession of the whole of the five steamers constituting the fleet. The steamers are now in the possession of the mortgagees, who insist that the vessels should discharge their cargoes of the respective ports at which they arrive loaded with cargo for the Far East.

The fleet consists of *Heatherly* under detention in Colombo since March 23rd; the *Heatherly* under similar detention at Manila; the *Heatherly* which was in last heard of in Malta on her way to a port in South Russia; the *Heatherly* which was to arrive one of these days at Manila to be detained there, and the *Heatherly* which arrived on the 11th February at Amoy and is being stopped there. The situation is a novel one, and probably unique so far as Colombo is concerned.

The *Heatherly's* coal has, therefore, to be sold in Colombo to satisfy the mortgagees' demands, and the period of the ship's detention is uncertain, and depends upon the difficulties between the mortgagees, charterers, and mortgagees at home being solved.

PROPERTY SALE.

Mr. Geo. P. Lammert yesterday sold by public auction Island Lot No. 1,666, containing 680 square feet, on which is erected No. 8, Po Hing Fong. The lot is held for 75 years at a Crown rent of \$11. Messrs. Johnson, Stokes and Master were the solicitors for the mortgagees. Mr. Lan Kwai Pui secured the property for \$6,600.

THE RUSSIAN LAND FORCES.

The St. Petersburg correspondent of the *Times* telegraphed on March 25th:—The *Novoe Vremya* remarks that a Japanese flanking column is now 80 miles east of Kai-yuan on the Kirin road, but says that its further progress will be contested by the Russians. On the other hand, the *Zvez* says that part of Kawamura's army is marching from Korea towards Kirin unopposed.

According to private reports General Lin-vitch's army is continuing to retreat, the men suffering great privations. These reports are denied by the General Staff.

I am assured on exceptionally good authority that the mobilization plans are for the present in abeyance. General Dragomiroff and Grodekoff, who are acting as the Tsar's military advisers, have within the last few days obtained corrected reports of the casualties and losses, and are able to estimate the strength of the Russian position. They believe that Lin-vitch is in no immediate danger, but the gravest concern is felt for Vladivostok.

I learn from the same trustworthy source that the official reports received immediately after the disaster at Mukden were in many respects exaggerated, especially regarding the losses of the Dughestan and Rensenkamp brigades, the majority of which subsequently rejoined. But the General Staff are still unable to give the total Russian losses.

The publication by the army organ of the authorized statement that 775,000 officers and men had been sent to Kharbin since the outbreak of the war is stigmatised by the Press as a betrayal of military secrets. The revelation is considered to be General Sushkov's reply to the intrigues against him. The above numbers, together with the troops in Manchuria at the commencement of hostilities, make an aggregate of 832,000. General Lin-vitch's present effective is estimated at 250,000 to 350,000. What has become of the missing half-million?

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 11.55 a.m. The barometer is rising over N. China and Japan, and falling slightly on the S.E. coast of China.

Pressure is again high over N. China, and gradients are increasing along the coast. Fresh N.E. winds will probably set in again over the Formosa Channel, and moderate S. backing to E. winds may be expected over the N. part of the China Sea.

Forecast:—S. to E. winds, light to moderate fair.

SHIPPING.

ARRIVALS.

CARL DIKERSHOF, German str., 774, H. Schleier, 26th April, Haiphong and Hanoi 25th April, General, Jensen & Co. CALCHAS, British str., 4279, Hamrah, 26th April, Singapore 21st April, General, BUTTERFIELD & SWIRE.

CHUYEN, Chinese str., 1177, Chas. Stewart, 26th April, Shanghai 22nd April, General, Chinese.

CLARA JENSEN, German str., 1103, J. Bendix, 26th April, Swatow 25th April, General, Osaka Shosen Kaisha.

HAICHING, British str., 1267, A. E. Hoigins, 26th April, Swatow 25th April, General, Douglas LaPraik & Co.

KANBU, British str., 1150, Bodely, 26th April, Tientsin 11th, via Chetoo 12th and Swatow 25th April, General, BUTTERFIELD & SWIRE.

MACQUART, British steamer, 2473, St. John George, 25th April, Moji 21st April, Coal, Gibb, Livingston & Co.

NARSOVIA, German str., 3600, Cantony, 26th April, Shanghai 22nd April, General, HAMBURG-AMERIKA LINE.

TOLV, Norwegian str., 741, Jan. Enger, 25th April, Bangkok 19th April, Rice, Chinese.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

26th April.

Bredley, British str., for Nagasaki, Chiyen, Chinese str., for Canton.

Ure, French str., for Kwangchow.

Kanner, Norwegian str., for Kobe.

Nubia, German str., for Yokohama.

DEPARTURES.

26th April.

AUCHENARD, British str., for Ocean Island.

BORRO, German str., for Sandakan.

CHUYEN, British str., for London.

ESANO, British str., for Tientsin.

GLENNALLOCH, British str., for Amoy.

HELEN RICKERS, German str., for Bangkok.

HINDUSTAN, British str., for Shanghai.

HONGKONG, French str., for Haiphong.

JACOB DIKERSHOF, Ger. str., for Hanoi.

MACHAW, German str., for Bangkok.

NAMANG, British str., for Calcutta.

PRINZ EITEL FRIEDRICH, Ger. str., for Europe.

ROON, German str., for Shanghai.

SENEGAMBIA, German str., for Yokohama.

SUNRIKING, British str., for India.

TARTAR, British str., for Vancouver.

SHIPPING REPORTS.

The Chinese str. Chiyen reports: Light southerly wind and fine weather.

The British str. Haiching reports: Light S.W. airs, smooth sea and fog.

VESSELS IN DOCK.

26th April.

KOWLOON DOCK.—Erna, Kongnam, Fat-shan, B. Bjornson, Nymantia, Horeules, Lin Tan.

COSMOPOLITAN DOCK.—Gaea.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hoigins, will be despatched for the above ports TO-DAY, 27th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LA PRAIK & CO., General Managers.

Hongkong, 25th April, 1905. 1068

FOR SHANGHAI, CHINKIANG AND WUHU.

(Taking Cargo at Through Rates to Tientsin.)

THE Steamship

"LYDIA,"

Captain Girstenbrau, will be despatched for the above ports TO-MORROW, the 28th inst., at 5 P.M.

For Freight, apply to STEMSSEN & CO., Agents.

Hongkong, 25th April, 1905. 1074

FOR KOBE AND YOKOHAMA.

THE British Steamship

"ORMIDALE,"

3,560 Tons Gross, Captain J. Hamilton, will be despatched for the above ports on SUNDAY, the 30th inst., at DAYLIGHT.

For Freight, apply to BRADLEY & CO., Agents.

Hongkong, 25th April, 1905. 1076

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

will be despatched for the above ports on or about MONDAY, the 1st May.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1905. 1078

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"HUDSON,"

Captain Burnett, is expected here on the 29th inst., at daylight and will be despatched on the 1st May, in the afternoon.

To be followed by the s.s. "KENNEBEC" about the 20th June.

For Freight & further information, apply to STANDARD OIL COMPANY.

OF NEW YORK,

Oriental Freight Depot, ment 4, Des Vaux Road, Central.

Hongkong, 25th April, 1905. 1083

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905.

"SAGAMI" ... 20th May.

"HINDUSTAN" ... 26th June.

"ERROLL" ... 26th June.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 12th April, 1905. 1083

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Black Pier.

3. From Black Pier to Naval Yard.
4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|-------------|-------|------------------------|-----------------------------|-----------------------------|
| LONDON, &c. VIA PORTS OF CALL | COROMANDEL | Brit. str. | — | G. M. Montford, R.N.R. | P. & O. S. N. Co. | On 6th May, at Noon. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | PERA | Brit. str. | — | A. L. Valentini | P. & O. S. N. Co. | About 10th May. |
| LONDON & ANTWERP | BENALDER | Brit. str. | — | — | GIBB, LIVINGSTON & CO. | On 15th May. |
| AMSTERDAM, LONDON & ANTWERP | JACOB | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 24th May. |
| AMSTERDAM, LONDON & ANTWERP | DARDANUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 23rd May. |
| AMSTERDAM, LONDON & ANTWERP | CALCHAS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 24th May. |
| AMSTERDAM, LONDON & ANTWERP | KINTUCK | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 24th May. |
| MARSEILLES, &c. VIA PORTS OF CALL | ARMAND BEHIC | French str. | — | Guionnet | MESSAGERIES MARITIMES | On 2nd May, at 1 P.M. |
| BREMEN, VIA PORTS OF CALL | PREUSSEN | Ger. str. | — | Dahl | MELCHERS & CO. | On 10th May, at Noon. |
| HAVRE & HAMBURG | NARSOVIA | Ger. str. | k.w. | Cautiony | HAMBURG-AMERIKA LINE | To-day. |
| HAVRE & HAMBURG | SERBIA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINE | On 1st May. |
| HAVRE & HAMBURG | SLAVONIA | Ger. str. | k.w. | Madsen | HAMBURG-AMERIKA LINE | On 2nd May. |
| HAVRE & HAMBURG | PRGOVIA | Ger. str. | k.w. | Schoenfeldt | HAMBURG-AMERIKA LINE | On 10th May. |
| HAVRE & HAMBURG | SENEGAMBIA | Ger. str. | k.w. | Jaburg | HAMBURG-AMERIKA LINE | On 30th May. |
| HAVRE & HAMBURG | C. FRED. LAEISE | Ger. str. | k.w. | von Hoff | HAMBURG-AMERIKA LINE | On 13th June. |
| HAVRE & HAMBURG | BRISGAVIA | Ger. str. | k.w. | Schmidt | HAMBURG-AMERIKA LINE | On 27th June. |
| TRIESTE, &c. VIA SINGAPORE, &c. | TRIESTE | Aus. str. | — | Mistrorigo | SANDER, WIELER & CO. | On 1st May. |
| GENOA, MARSEILLES & LIVERPOOL | LARDET | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 30th May. |
| GENOA, MARSEILLES & LIVERPOOL | DEUCALION | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th May. |
| NEW YORK VIA PORTS & SUEZ CANAL | HUDSON | Brit. str. | — | Burnett | STANDARD OIL CO. | On 1st May, P.M. |
| NEW YORK VIA PORTS & SUEZ CANAL | ATHOLL | Brit. str. | — | — | SHAW, TOMES & CO. | About 15th May. |
| NEW YORK VIA PORTS & SUEZ CANAL | SAGAMI | Brit. str. | — | — | DODWELL & CO., LD. | About 20th May. |
| NEW YORK VIA SUEZ | NUBIA | Ger. str. | k.w. | Habel | HAMBURG-AMERIKA LINE | On 25th May. |
| VANCOUVER, VIA SHANGHAI, &c. | EMPEROR OF JAPAN | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. CO. | On 10th May. |
| VANCOUVER, VIA SHANGHAI, &c. | ATHEAN | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. CO. | On 24th May. |
| VICTORIA (B.C.) & TACOMA VIA NAGASAKI, &c. | LYRA | Aus. str. | — | G. V. Williams | DODWELL & CO., LIMITED. | On 21st May. |
| PORTLAND OREGON | NINGCHOW | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 11th May, at Daylight. |
| AUSTRALIAN PORTS | ARADIA | Ger. str. | — | Bahlsen | PORTLAND & ASIATIC S.S. CO. | On 2nd May, at Noon. |
| AUSTRALIAN PORTS | PRINZ WALDEMAR | Ger. str. | — | Woltemas | GIBB, LIVINGSTON & CO. | On 6th May, at Noon. |
| AUSTRALIAN PORTS | EMPIRE | Brit. str. | — | Helm | BUTTERFIELD & SWIRE | On 13th May. |
| YOKOHAMA, VIA SHANGHAI, MOI & KOBE | TRIMAN | Brit. str. | 1 m. | — | P. & O. S. N. Co. | About 29th inst. |
| KOBE & YOKOHAMA | SOCOTRA | Brit. str. | — | C. J. Benton, R.N.R. | BRADLEY & CO. | On 30th inst., at Daylight. |
| JAPAN VIA SHANGHAI | ORIMDALE | Brit. str. | — | J. Hamilton | JAVA-CHINA-JAPAN LINE | Quick dispatch. |
| TSINGTAU, CHEFOO & TIENTSIN | TSINGTAU | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 1st May. |
| HANGHAI | AMARA | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 30th inst., at Daylight. |
| SHANGHAI & KOBE | PRINZ WALDEMAR | Ger. str. | — | J. B. Ferguson | P. & O. S. N. Co. | About 28th inst. |
| SHANGHAI, CHINKIANG & WUHU | LYDIA | Ger. str. | — | Girstenbrau | STEMSSEN & CO. | To-morrow, at 5 P.M. |
| SHANGHAI | WOORING | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 1st May. |
| SHANGHAI, KOBE & YOKOHAMA | ERNEST SIMONS | French str. | — | — | MESSAGERIES MARITIMES | About 1st May. |
| SHANGHAI | WATSHING | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 2nd May, at 4 P.M. |
| SHANGHAI | MAITA | Brit. str. | — | R. A. Peters | P. & O. S. N. Co. | About 5th May. |
| TAMUI VIA SWATOW & AMOY | PROTEUS | Ger. str. | — | C. Moller | OSAKA SHOSHEN KAISHA | On 3rd inst. |
| ANPING AMOY & FOCHOW | B. BJORNSON | Ger. str. | — | C. Olsen | DOUGLAS LA PRAIK & CO. | To-day, at 11 A.M. |
| MANILA | HAICHING | Brit. str. | 2 h. | Hodgins | JARDINE, MATHESON & CO. | To-morrow, at 4 P.M. |
| MANILA | YOUNGANG | Brit. str. | — | — | SHAW, TOMES & CO. | On 29th inst., at 10 A.M. |
| MANILA | ZAFIRO | Brit. str. | — | R. Rodger | BUTTERFIELD & SWIRE | On 2nd May. |
| MANILA | TEAN | Brit. str. | 1 m. | — | JARDINE, MATHESON & CO. | On 5th May, at 4 P.M. |
| MANILA | LOONGSANG | Brit. str. | — | — | SHAW, TOMES & CO. | On 6th May, at 10 A.M. |
| MANILA | RUBI | Brit. str. | — | A. H. Notley | BUTTERFIELD & SWIRE | On 5th May. |
| CEBU & ILOILO | KAIPOING | Brit. str. | 1 m. | — | JARDINE, MATHESON & CO. | On 11th May, at 4 P.M. |
| KUDAT & SANDAKAN | MAUSANG | Brit. str. | — | — | DAVID SASSON & CO., LD. | On 2nd May, at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | LIGHTNING | Brit. str. | — | J. G. Spence | JARDINE, MATHESON & CO. | On 9th May, at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | SUNANG | Brit. str. | — | — | — | — |

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and HAITIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| TEAMERS | DESTINATIONS | SAILING DATE. |
|-----------------|--|-----------------------------------|
| NARSOVIA | HAVRE and HAMBURG (Calling at Singapore and Cebu) | On 27th April. Freight. |
| SERBIA | HAVRE and HAMBURG (Calling at Singapore and Cebu) | On 1st May. Freight. |
| SLAVONIA | HAVRE and HAMBURG (Calling at Singapore and Cebu) | On 2nd May. Freight & Passengers. |
| PRGOVIA | HAVRE and HAMBURG (Calling at Singapore and Cebu) | On 10th May. Freight. |
| SENEGAMBIA | HAVRE and HAMBURG (Calling at Singapore and Cebu) | On 30th May. Freight. |
| C. FRED. LAEISE | HAVRE and HAMBURG (Calling at Singapore and Cebu) | On 13th June. Freight. |
| BRISGAVIA | HAVRE and HAMBURG (Calling at Singapore and Cebu) | On 27th June. Freight. |
| NUBIA | NEW YORK via SUEZ (Calling at Singapore, Penang and Colombo) | On 25th May. Freight. |

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

| FOR | STEAMERS | 20 SAIL |
|--------------------------------|-------------|-------------------------------|
| * MANILA | "YUENSANG" | Friday, 28th April, 4 P.M. |
| * SHANGHAI | "AMARA" | Sunday, 30th April, Daylight. |
| * SHANGHAI | "WAISHING" | Tuesday, 2nd May, 4 P.M. |
| * MANILA | "LOONGSANG" | Friday, 5th May, 4 P.M. |
| * SINGAPORE, PENANG & CALCUTTA | "SUISANG" | Tuesday, 9th May, 3 P.M. |
| * KUDAT & SANDAKAN | "BAUSANG" | Thursday, 11th May, 4 P.M. |

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chetoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 27th April, 1905. 118

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|---------|-----|---------------|
|-----------|------|---------|-----|---------------|

| | | | | |
|--------|------|--------------|---------|---------------------------|
| ZAFIRO | 2540 | R. Rodger | Manila. | Sat., 29th April, 10 A.M. |
| RUBI | 2540 | A. H. Notley | Manila. | Sat., 6th May, 10 A.M. |

For Freight or Passage apply to

SHAW, TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th April, 1905. 115

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|---------|-----|---------------|
|-----------|------|---------|-----|---------------|

| | | | | |
|----------------|---|---|---|------------------|
| S.S. "ATHOLL" | — | — | — | About 15th May. |
| S.S. "NORDPOL" | — | — | — | About 15th June. |

For freight and further information apply to

SHAW, TOMES & CO., GENERAL MANAGERS.

Hongkong, 11th April, 1905. 1004

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|----------------|------------------|
| LYRA | 4,417 | G. V. Williams | Tuesday, May 2nd |
| HYADES | 3,758 | Wright | Tuesday, May 2nd |

† Cargo only.

CHEAPPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS.

Hongkong, 19th April, 1905.

DODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 19th April, 1905. 117

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|-----|----------|---------|
|-----|----------|---------|

| | | |
|------------------|---------------|---------------------|
| TAMUI VIA SWATOW | "PROTEUS" | SUNDAY, 30th April. |
| ANPING AMOY | C. MOLLER | WEDNESDAY, 3rd May. |
| AND AMOY | "B. BJORNSON" | May. |
| | C. OLSEN | |

For Freight, Passage, and further information, apply to Bradley & Co.

LATE

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|-------------|----------------|
| GLASGOW and LIVERPOOL | "CALCHAS" | On 26th April. |
| GLASGOW and LIVERPOOL | "MOYNE" | On 28th April. |
| GLASGOW and LIVERPOOL | "DEUCALION" | On 30th April. |
| GLASGOW and LIVERPOOL | "KINTUCK" | On 2nd May. |
| GLASGOW and LIVERPOOL | "MENELAUS" | On 4th May. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | On 6th May. |
| GLASGOW and LIVERPOOL | "HECTOR" | On 8th May. |
| GLASGOW and LIVERPOOL | "HYSON" | On 10th May. |
| GLASGOW and LIVERPOOL | "PRIAM" | On 12th May. |

HOMEWARDS.

| FROM | STEAMERS | TO SAIL |
|-------------------------------|-------------|---------------|
| AMSTERDAM, LONDON and ANTWERP | "JASON" | On 9th May. |
| AMSTERDAM, LONDON and ANTWERP | "LAERTES" | On 20th May. |
| AMSTERDAM, LONDON and ANTWERP | "DARDANUS" | On 23rd May. |
| AMSTERDAM, LONDON and ANTWERP | "CALCHAS" | On 6th June. |
| AMSTERDAM, LONDON and ANTWERP | "DEUCALION" | On 20th June. |
| AMSTERDAM, LONDON and ANTWERP | "KINTUCK" | On 29th June. |

TRANS-PACIFIC SERVICE.

| FROM | STEAMERS | TO SAIL |
|---|------------|--------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA | "NINGCHOW" | On 21st May. |

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

[9-10]

CHINA NAVIGATION CO. LIMITED.

| FROM | STEAMERS | TO SAIL |
|---|-----------|--------------|
| TSINGTAU, CHEFOO and TIENSIN | "KANSHU" | On 1st May. |
| SHANGHAI | "WOOSUNG" | On 1st May. |
| CEBU and ILOILO | "TEAN" | On 1st May. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "KAIFONG" | On 5th May. |
| | "TSINAN" | On 13th May. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australia Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

[11]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

| PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). | |
|--|---|
| "E.M.S. 'EMPEROR OF JAPAN'" | 6,000 Tons..... WEDNESDAY, 10th May. |
| "E.M.S. 'EMPEROR OF JAPAN'" | 3,882 Tons..... WEDNESDAY, 24th May. |
| "E.M.S. 'EMPEROR OF CHINA'" | 6,000 Tons..... WEDNESDAY, 31st May. |
| "E.M.S. 'EMPEROR OF INDIA'" | 6,000 Tons..... WEDNESDAY, 21st June. |
| Hongkong to London, 1st Class | via St. Lawrence 280, via New York 282. |
| Intermediate on Steamers | 240. |
| and 1st Class Rail | 242. |

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANGOVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only a

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder Street.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

| | |
|-----------------------|---------------------------|
| S.S. "LOTHIAN" | Captain J. C. Williamson. |
| S.S. "INDRAVELLI" | Captain S. Callington. |
| S.S. "COURTNEY" | Captain J. W. Martin. |
| S.S. "CRANLEY" | Captain W. E. Steele. |
| S.S. "IKBAL" | Captain M. Robertson. |
| S.S. "ASBOT" | Captain C. E. Cox. |
| S.S. "SIRK" | Captain J. Rowley. |
| S.S. "INKILA" | Captain Dean. |
| S.S. "KATHERINE PARK" | Captain Copp. |

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905.

[19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| SHIP | TONS | CAPTAIN | TO SAIL AT DAYLIGHT ON |
|-------------|-------|---------|------------------------|
| "ARABIA" | 4,483 | Bahle | May 11th, 1905. |
| "ARAGONIA" | 5,188 | Stadler | May 30th, 1905. |
| "NICOMEDIA" | 4,370 | Wagner | June 29th, 1905. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th April, 1905.

[13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | SAILING DATES. |
|-----------------------|----------------|
| PREUSSEN | 10th May |
| ROON | 24th May |
| WERNER | 7th June |
| DAEMSTADT | 21st June |
| SACHSEN | 5th July |
| SCHARNHORST | 19th July |
| PRINZ HEINRICH | 2nd August |
| PRINZ EITEL FRIEDRICH | 16th August |
| PREUSSEN | 30th August |
| ROON | 13th September |
| WERNER | 27th September |
| DAEMSTADT | 11th October |
| SACHSEN | 25th October |
| SCHARNHORST | 8th November |
| PRINZ HEINRICH | 22nd November |
| PRINZ EITEL FRIEDRICH | 6th December |
| PREUSSEN | 20th December |

ON WEDNESDAY, the 10th day of MAY, 1905, at NOON, the Steamship "PREUSSEN," Captain Dahl, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLED AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 8th May. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 9th May, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and stewards.

Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th April, 1905.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR

BAVARIA, FREEBAY GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N., carrying His Majesty's Mail, will be despatched from this Port on SATURDAY, the 6th May, at NOON, taking passengers and cargo for the above ports in connection with the Company's Passengers' accommodation, which vessel is

separated before departure from Hongkong.

Silk and Valuable, all cargo for France, and for London (under arrangement), will be transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the E.M.S. "Arabia," due in London on the 18th June, 1905.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 24th April, 1905.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 24th April, 1905.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, China Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system.

For neurasthenia, professional men, teachers, students, etc., and in debility, sexual loss, dyspepsia of nervous origin and insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

8, rue Vivienne, PARIS-FRANCE.

2459-5

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S KOWLOON STORE, No. 38, Elgin Road, and Mr. AH YAU'S FERRY WHARF STALL. Price 15 cents per copy each.

Hongkong, 22nd December, 1904.

| | |
|--|--|
| SINGAPORE, German str., 1,754, P. Hermeling, 11th April.—Bangkok 3rd April, Rice—Melchers & Co. | Hansa, cruiser, 6,230 tons, 34 guns, 10,000 h.p. Captain Weber, Shanghai. |
| TANGLIN, German str., 1,280, Fr. Leuss, 20th April.—Saigon 15th April, Rice and General—Chines. | Hertha, cruiser, 6,500 tons, 37 guns, 10,000 h.p. Capt. Baron Schimmler, Canton. |
| TELENA, British str., 3,124, N. A. Starkey, 21st April.—Singapore 15th April, Petroleum.—Arnold, Karberg & Co. | Comdr. Baron von M. Halleson, Canton. |
| TENFELD, German str., 670, H. Rothmann, 2nd April.—Hamburg 2nd Feb., General.—Carlowitz & Co. | Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Commander Wilbrandt, Nanking. |
| TOLosan, German str., 2,200, Rosa, 14th April.—Tsingtau 8th April, Coal.—Jensen & Co. | Lauch, gunboat, 850 tons, 10 guns, 1,344 h.p. Commander Kroenke. |
| WASHING, British str., 1,170, Courtney, 22nd April.—Wuhu 14th and Chinkiang 17th April.—General.—Jardine, Matheson & Co. | Mowo, gunboat, 1,000 tons, 8 guns, 875 h.p. Commander von Grunhew, Manila. |
| YUENSANG, British str., 1,128, P. H. Rolfe, 25th April.—Manila 2nd April, General.—Jardine, Matheson & Co. | Seeadler, cruiser, 1,640 tons, 15 guns, 2,800 h.p. Commander Porsius, Tsingtau. |
| ZAFIRO, British str., 1,611, R. Rodger, 24th April.—Manila 22nd April, General.—Shewan, Tomes & Co. | Thetis, cruiser, 2,660 tons, 24 guns, 8,000 h.p. Captain Voit, Shanghai. |
| | Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p. Commander Deimling, Amoy. |
| | Titanic, cruiser, 4,000 tons, 5 guns, 5,244 h.p. Captain Schaeke. |
| | Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p. Commander Glueker, Canton. |
| | Vorwarts, gunboat, — tons, 3 guns, 500 h.p. Lieut. Schaff, Shanghai. |

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspera, cruiser, 2,437 tons, 29 guns, 7,300 h.p. Capt. Friedrich Grunzberger, Singapore.

Kaiserin Elisabeth, cruiser, 4,900 tons, 29 guns, 8,000 h.p., Captain Mirti, Japan.

FRANCE.

Acheron, armoured gunboat, 1,786 tons, 10 guns, 1,700 h.p., Lieut. Ferret, Saigon.

Argus, gunboat, 133 tons, — guns, 500 h.p., Lieut. Jannet, Canton.

Aspic, gunboat, 475 tons, 3 guns, 450 h.p., Lieut. Grollier, Saigon.

Arachne, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong.

Baionnette, gunboat, Lieut. Lefevre, Saigon.

Caronde, gunboat, Lieut. Hue, Saigon.

Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p., Saigon.

Chateaufort, cruiser (Flagship of Rear-Admiral de Fongue de Jonquieres, 2nd in command), 8,018 tons, 18 guns, 17,000 h.p., Captain V. Poidou, Baie d'Along.

Comete, gunboat, 525 tons, 4 guns, 438 h.p., Comdr. Lovel, Haiphong.

D'Asses, cruiser, 4,000 tons, 31 guns, 9,500 h.p., Saigon.

Decade, gunboat, 845 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Etest, Shanghai.

Descartes, cruiser, 3,355 tons, 14 guns, 5,500 h.p., Commander Amot, at present at Saigon.

Estoc, gunboat, — tons, — guns, — h.p., Lieut. Mire, Haiphong.

Francisque, destroyer, 303 tons, 7 guns, 630 h.p., Lieut. Comdr. at present at Saigon.

Fronda, destroyer, 350 tons, 7 guns, 303 h.p., Lieut. Jelenne, Baie d'Along.

Guydon, cruiser, 3,076 tons, 36 guns, 20,200 h.p., Captain Goude, Baie d'Along.

Henri Riviere, gunboat, — tons, — guns, — h.p., Lieut. Portier, Haiphong.

Jacquin, gunboat, Lieut. Corlosar, Haiphong.

Javeline, destroyer, 307 tons, 7 guns, 303 h.p., Lieut. Comdr. Beaussant, Baie d'Along.

Kersaint, gunboat, 1,250 tons, 6 guns, 2,200 h.p., Comdr. Le Guelleur, Shanghai.

Lys, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (Flagship of Vice-Admiral Bayle, Commander in Chief), 9,700 tons, 12 guns, 19,600 h.p., Capt. Dartige de Fournet, Baie d'Along.

Monarque, destroyer, Lieut. Prat, Baie d'Along.

Oly, gunboat, — tons, — guns, — h.p., Lieut. Andemard, Yangtze.

Passat, cruiser, 4,015 tons, 27 guns, 8,500 h.p., Comdr. Chevalier, Saigon.

Peibo, gunboat, Lieut. Luvic, Tongku.

Pistole, destroyer, Lieut. de Reisch-Werth, Baie d'Along.

Protee, submarine, Lieut. Glorieux, Saigon.

Redoutable, battleship, (in reserve) 9,437 tons, 8 guns, 6,071 h.p., Commodore C. P. M. Poidou, Saigon.

Sabre, destroyer, Lieut. Lohari, Saigon.

Suz, cruiser, 1,700 tons, 10 guns, 1,700 h.p., Comdr. T. de Balincourt, Saigon.

Sully, cruiser, 10,014 tons, 38 guns, 20,000 h.p., Captain Guiberteau, (aground).

Surprise, gunboat, 620 tons, 2 guns, 900 h.p., Lieut. Roque, Hankow.

Takung, gunboat, Yangtze.

Takou, destroyer, Lieut. Gaillard, Saigon.

Tanban, battleship, (reserve) 8,150 tons, 23 guns, 4,500 h.p., Lieut. —, Saigon.

Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Jones, Canton.

GERMAN.

Bussard, cruiser, 1,857 tons, 15 guns, 2,900 h.p., Comdr. Huss.

Faethland, gunboat, — tons, — guns, — h.p., Captain von Buelow, Wuhu.

Fant Hsien, (flagship), 11,000 tons, 35 guns, 14,000 h.p., Captain Provo.

Gaier, cruiser, 1,778 tons, 15 guns, 2,900 h.p., Comdr. von Studnitz.

Comdr. von Studnitz.

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